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20 June 1962

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MEMORANDUM FOR THE RECORD

SUBJECT : Meeting with Mr. Najeeb Halaby on OXCART Cover Story, 18 June

25X1A 1. Messrs. [REDACTED] Kiefer, and Cunningham met with the Federal Aviation Agency Administrator, Mr. Halaby, to discuss the new OXCART cover story and to give him an informal status report on OXCART flight test progress to date. Mr. Halaby was accompanied by Mr. Melvin Gough and Colonel Rochte, USAF, both concerned with the supersonic transport program now being administered by FAA and both cleared for Project OXCART.

25X1D 2. Mr. Halaby read the new OXCART cover story with interest and described it as simple in the extreme, especially when compared to the earlier version. He rehearsed out loud his own Agency's role in responding to press inquiries in the event of an incident or accident and stated that as he saw it, his principal function in this event would be to state that he was unaware of "any strange aircraft flying in the desert", if this was the sort of incident described, and that if there were an accident or forced landing, he would refer all press inquiries on the subject without comment to the Secretary of the Air Force as spelled out in the story. He seemed keenly inter-

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3. Mr. Kiefer furnished Mr. Halaby a capsule summary of OXCART progress to date. Following this the conversation went in a good many directions, including Mr. Halaby's interest in what our reaction time would be and where the responsibility lay for security coverage in the event of an accident somewhere in the United States or a forced landing at a municipal or military air field. He was advised by the Undersigned of the current hold down imposed by General Blanchard in actual negotiations for accident investigation support from DFRS which was acknowledged to be a temporary phenomenon. At this point Mr. Halaby departed and the balance of the time was spent

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TRAN/FAA & USAF review(s) completed.

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between Colonel Rochte, Mr. Gough, and Mr. Kiefer, discussing means whereby certain technical information from OXCART could be usefully brought to bear on problems faced by FAA in the allocation of contract funds in support of the SST program. Also it was obvious that FAA expects to learn more from us than they are in a position to give back. Gough indicated his willingness to take direction from us in the selection of areas appropriate for directed research to meet some of our problems which are common to those anticipated in the SST area. Colonel Rochte agreed to provide us with a list of all FAA contracts let to date in support of SST, together with a brief work description in each case. After review of this document by our staff and others we might wish to bring in, he has again proposed a meeting between himself, Mr. Kiefer, and other members of the Development Branch staff to insure maximum cooperation from both sides.

JAMES A. CUNNINGHAM, JR.
Assistant Chief, DPD

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DPD:JACunningham, Jr./mg